

# BookletChart™

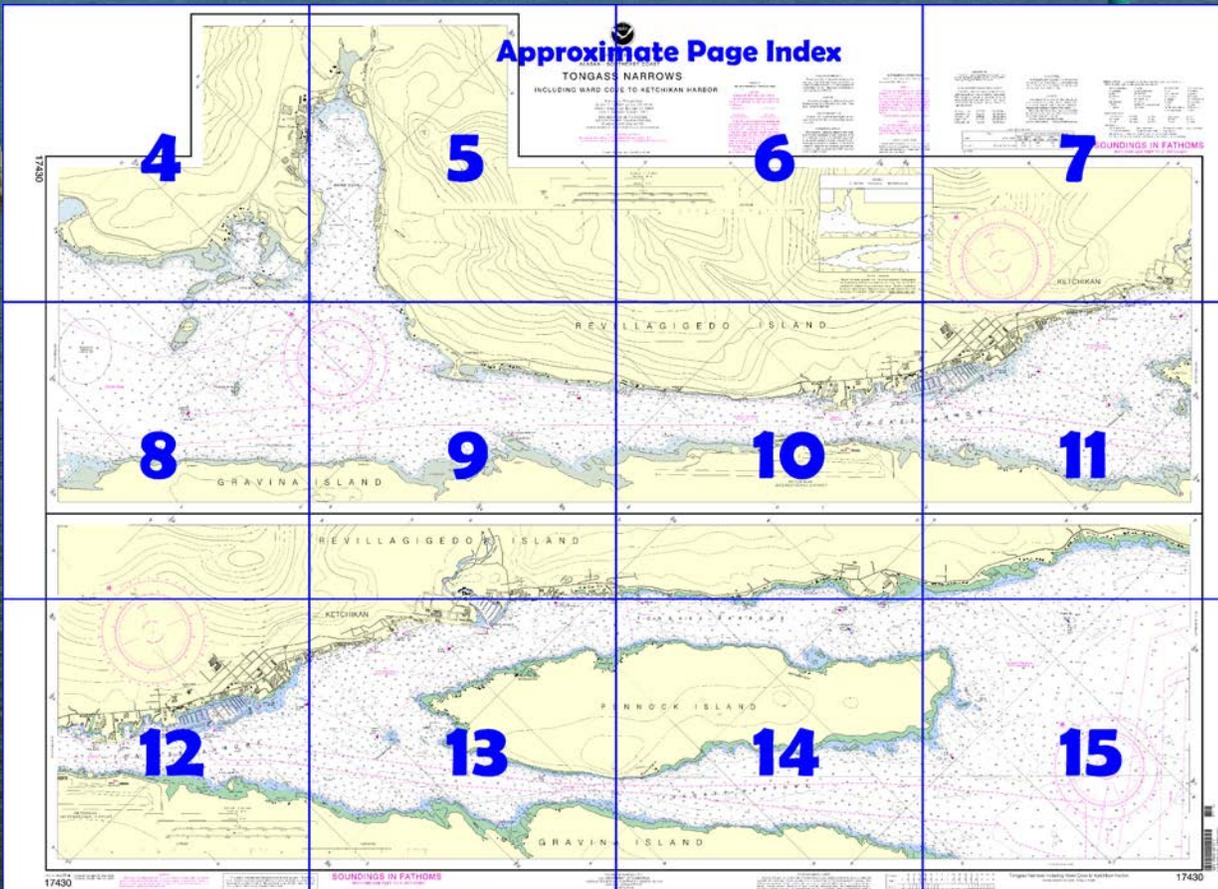


## **Tongass Narrows – Including Ward Cove to Ketchikan Harbor** NOAA Chart 17430

*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

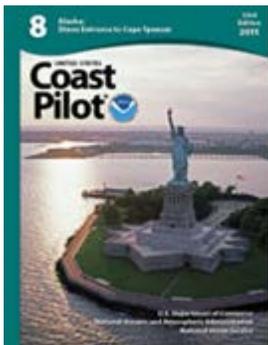
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17430>.



**(Selected Excerpts from Coast Pilot)**

**Potter Rock**, about 0.7 mile ESE of the E end of Pennock Island, is small, has 2.9 fathoms over it, and is marked by a lighted bell buoy on its S side. A 7.2-fathom shoal is about 0.2 mile SSE from the rock.

**Pennock Island** divides Tongass Narrows. Several rock patches are 250 to 400 yards from shore around the SE end of the island. A lighted buoy is about 400 yards S of the southernmost tip of the island.

**Tongass Narrows West Channel Light**

**4** (55°19'08"N., 131°38'35"W.) is shown from a skeleton tower with a red triangular daymark on the W side of Pennock Island.

**Radenbough Cove**, on the NE side of and about 0.5 mile S of the N end

of Pennock Island, is S and directly across the channel from Thomas Basin. Grids for vessels up to 30 feet long are available in the cove.

**Whisky Cove**, on the E side of Pennock Island about 0.45 mile S of Radenbough Cove, is SW and directly across the channel from the Coast Guard Base.

**Pennock Reef**, 0.25 mile W of the N extremity of Pennock Island, is small and bares at low water; a lighted buoy marks the NW end of the reef. A shoal covered 2.2 fathoms is about 300 yards SE of the reef.

Foul ground extends about 200 yards N and about 400 yards NW, respectively, of the N and NW extremities of Pennock Island.

**Idaho Rock**, covered 2.2 fathoms and marked by a lighted buoy, is 250 yards NNE of California Rock near the N side of the passage.

**Saxman** is a small settlement in the bight indenting the SW shore of Revillagigedo Island N of Idaho Rock and about 2 miles SE of Ketchikan. The center of the settlement has a prominent group of totem poles.

**Ketchikan** (55°20.5'N., 131°38.7'W.), on the SW side of Revillagigedo Island and on the E side of Tongass Narrows, is one of the most important cities in Alaska. It is 659 miles from Seattle via the Inside Passage; 79 miles from the sea at Dixon Entrance via Nichols Passage; 89 miles from Wrangell, and 220 miles from Juneau.

**Anchorage** off Ketchikan is limited by the cable and pipeline areas that extends NW through Tongass Narrows. Scan the chart carefully for limits of cable and pipeline areas before attempting to anchor. The anchorage is secure for all but the heaviest winter gales; the confined channel admits no sea, and the tidal currents do not exceed 1.5 to 2 knots. (See 162.240, chapter 2, for regulations governing Tongass Narrows.)

The harbor area along the Ketchikan waterfront between Thomas Basin and Bar Point is an anchorage area for large passenger vessels. (See 110.231, chapter 2, for limits and regulations.)

**Currents.**—At Ketchikan there is usually a direct current or eddy setting W along the face of the wharves. (See the Tide and Tidal Current Tables for daily predictions at Ketchikan.) For this reason all large vessels make a port landing, those from the S frequently using West Channel, which is marked by a light and buoys, and making the necessary turn around the W end of Pennock Island.

**Pilotage, Ketchikan.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3, for details.) Vessels en route Ketchikan via Clarence Strait, from the S, meet the pilot boat about 1 mile NW of Guard Islands Light (55°27.5'N., 131°53.9'W.); Clarence Strait from the N, about 1 mile E of Point McCartney Light (55°06.8'N., 131°40.5'W.).

The pilot boat, a tugboat, can be contacted by calling "KETCHIKAN PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Contract hospital space is available in a private hospital in an emergency.

Ketchikan is a **customs port of entry**.

**Harbor Regulations.**—Local regulations require that vessels limit their speed to 5 knots when passing the waterfront area. Harbor regulations are enforced by the **harbormaster**, who maintains an office at Bar Point Basin. A copy of the regulations pertaining to speed and other matters may be obtained from the harbormasters office. The harbormaster can be contacted on VHF-FM channels 16 and 73, or at (907) 228-5632.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC Juneau      Commander  
17th CG District      (907) 463-2000  
Juneau, Alaska

# Table of Selected Chart Notes

Corrected through NM May 14/05  
Corrected through LNM Apr. 26/05

## HEIGHTS

Heights in feet above Mean High Water.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.255' southward and 6.057' westward to agree with this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection  
Scale 1:10,000 at Lat 55°20'N  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

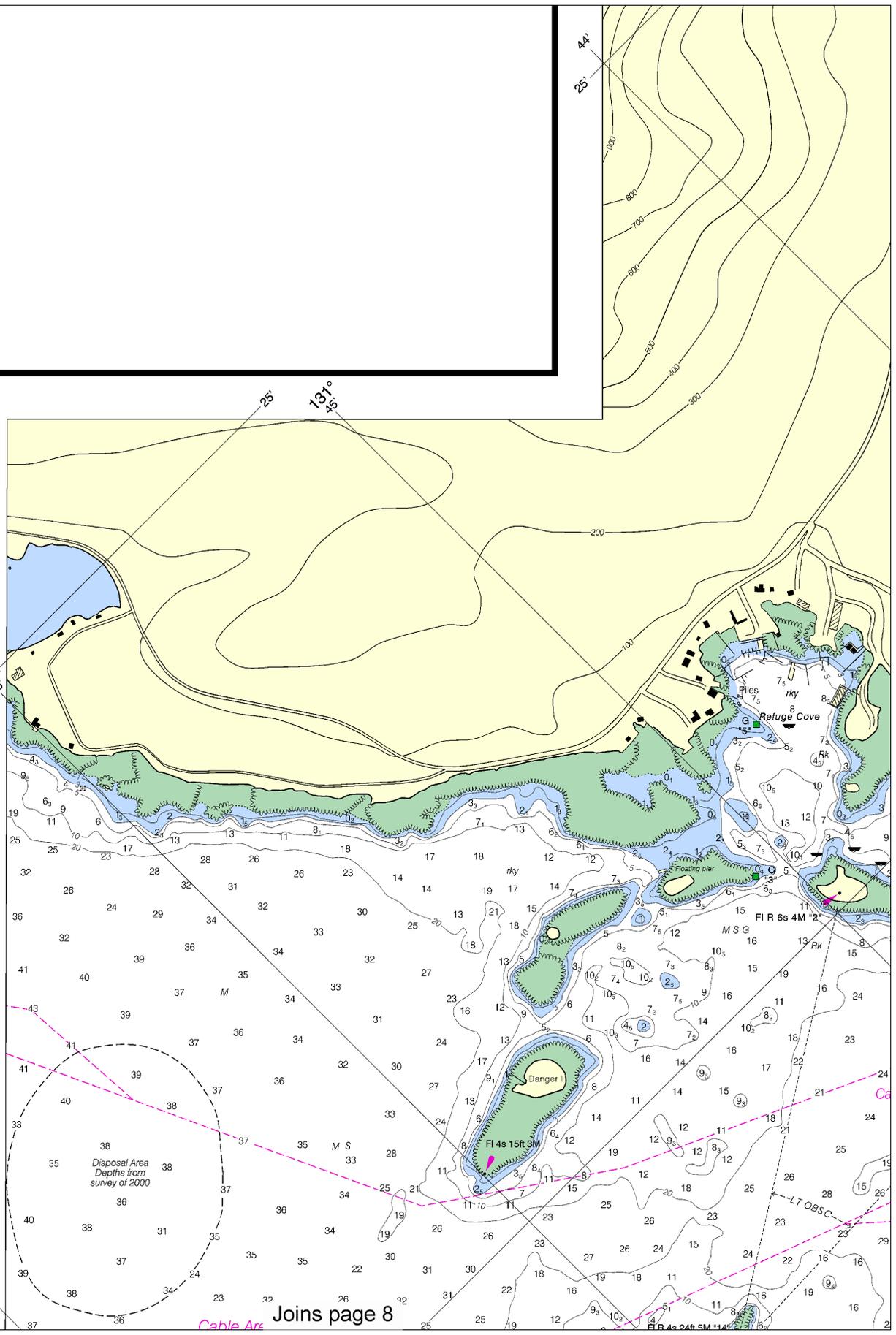
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Ketchikan	(55°20'N / 131°37.5'W)	feet 15.5	feet 14.5	feet 1.6	feet ----

(Apr 2005)

17430



CONTINUED ON 17428

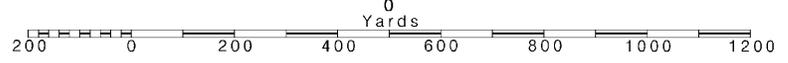
Joins page 8

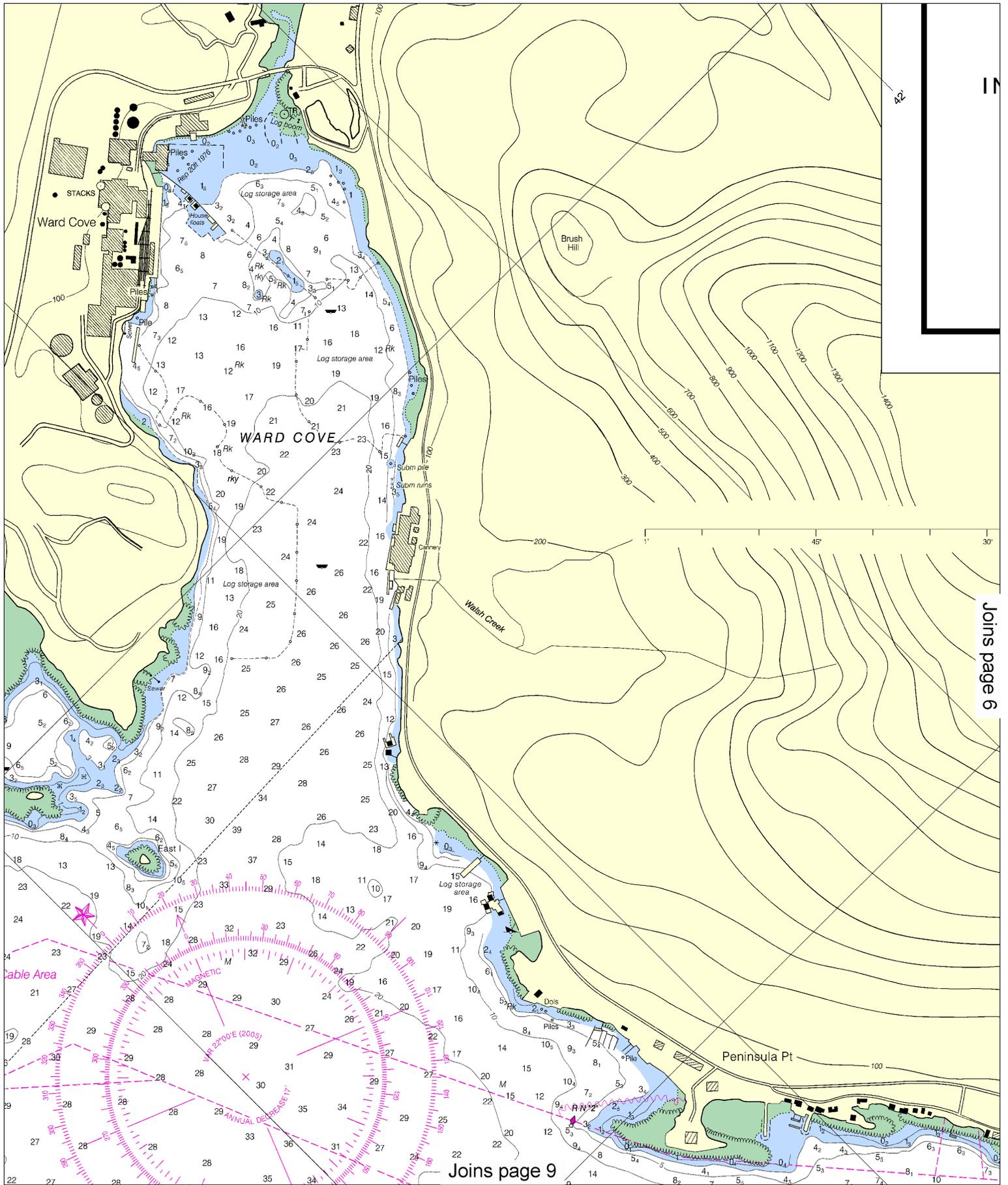
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



# TONGASS NARROWS

## INCLUDING WARD COVE TO KETCHIKAN

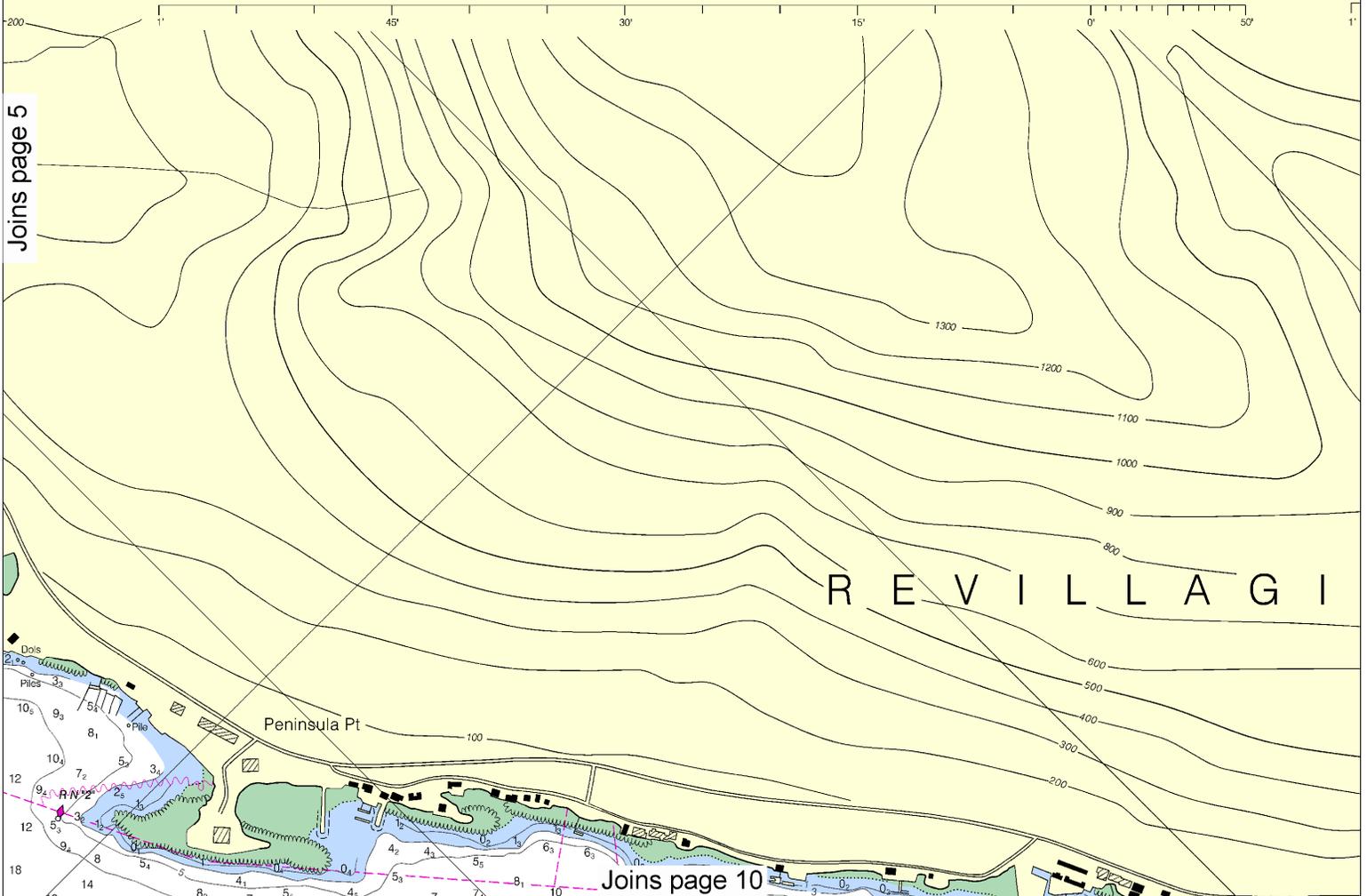
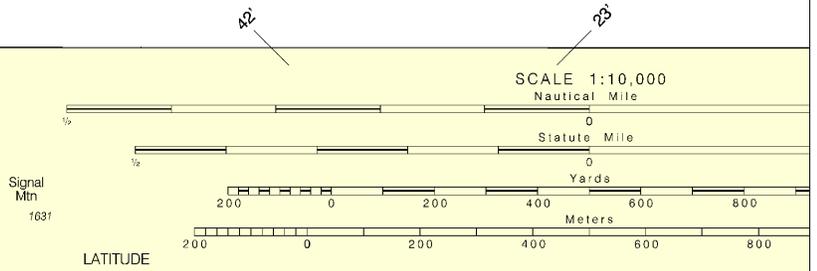
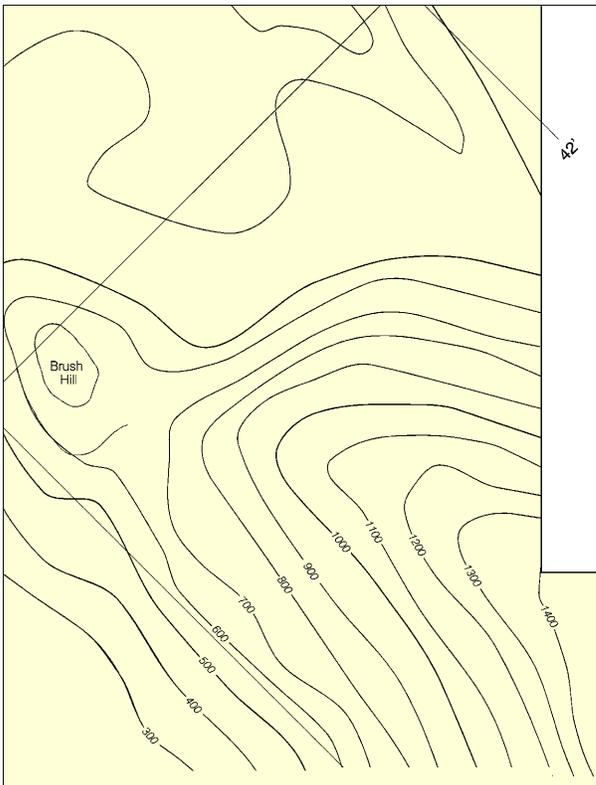
Mercator Projection  
 Scale 1:10,000 at Lat 55°20'N  
 North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
 (FATHOMS AND FEET TO ELEVEN FATHOMS)  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

COLREGS 80.1705 (see note A)  
 International Regulations for Preventing Collisions at Sea, 1972.  
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Formerly C&GS 6095, 1st Ed., June 1931 C-1931-362



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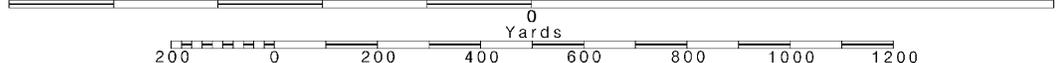
Joins page 10

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



# N HARBOR

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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## AIDS TO NAVIGATION

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## HORIZONTAL DATUM

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## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

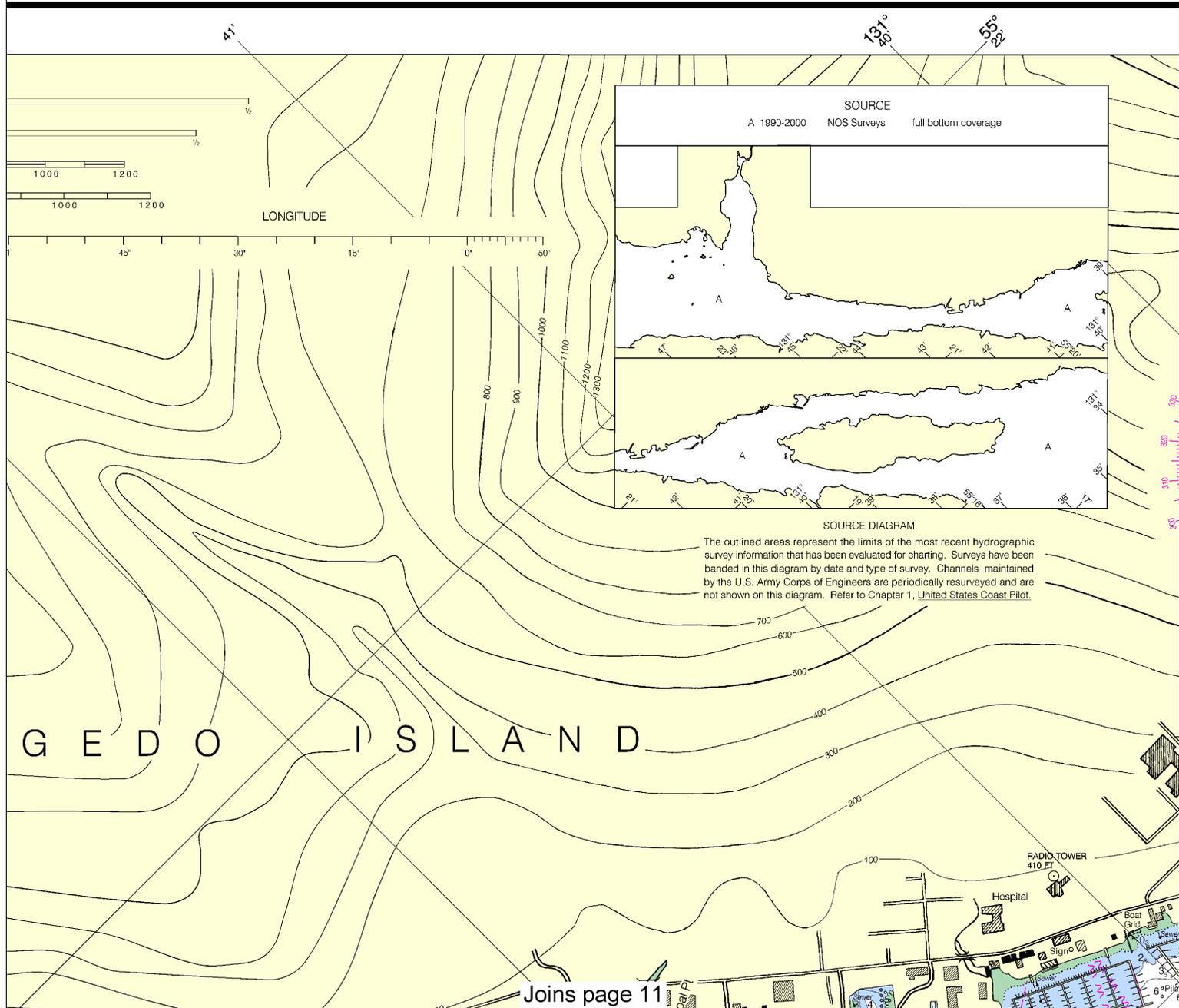
Refer to charted regulation section numbers.

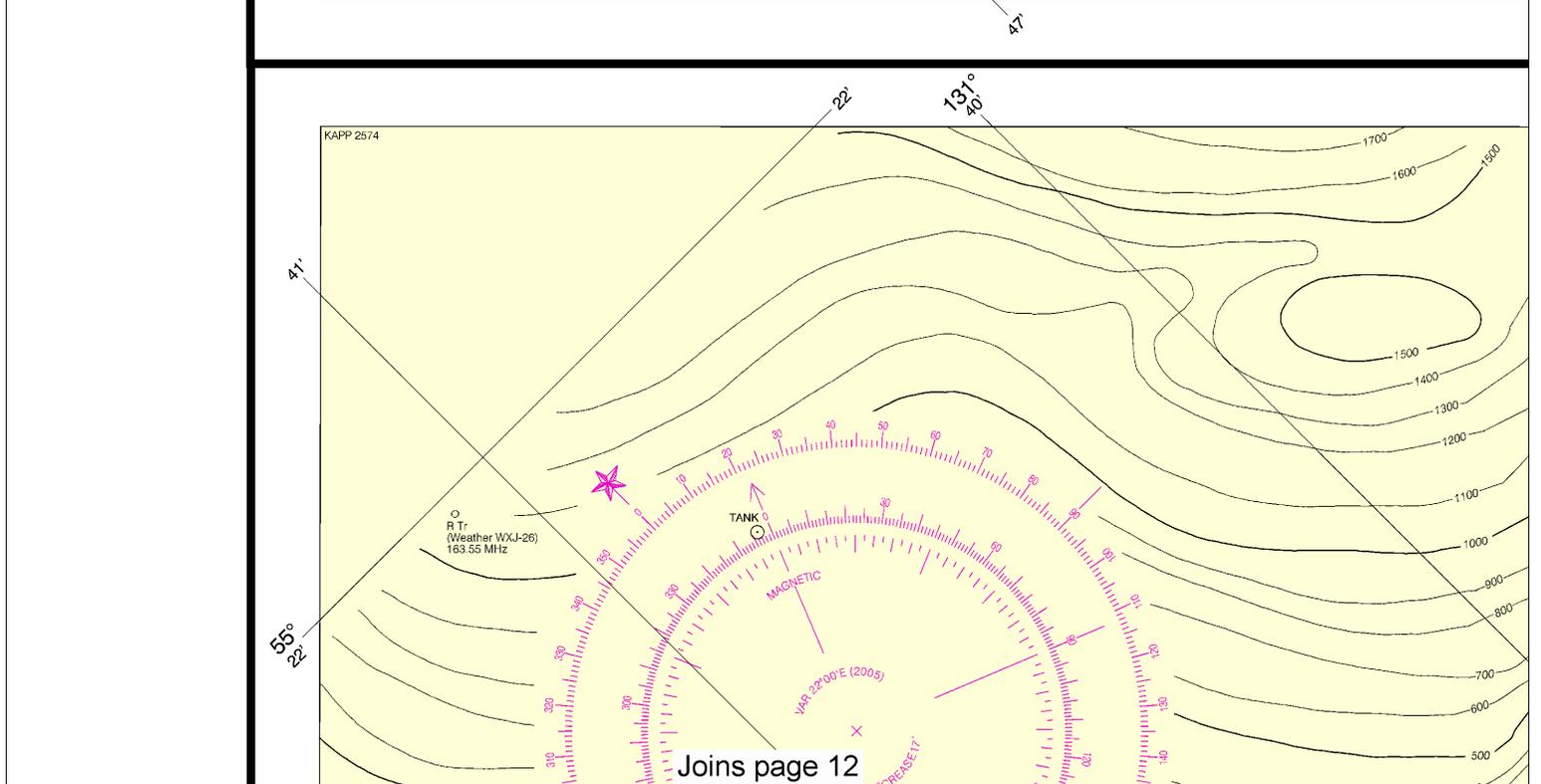
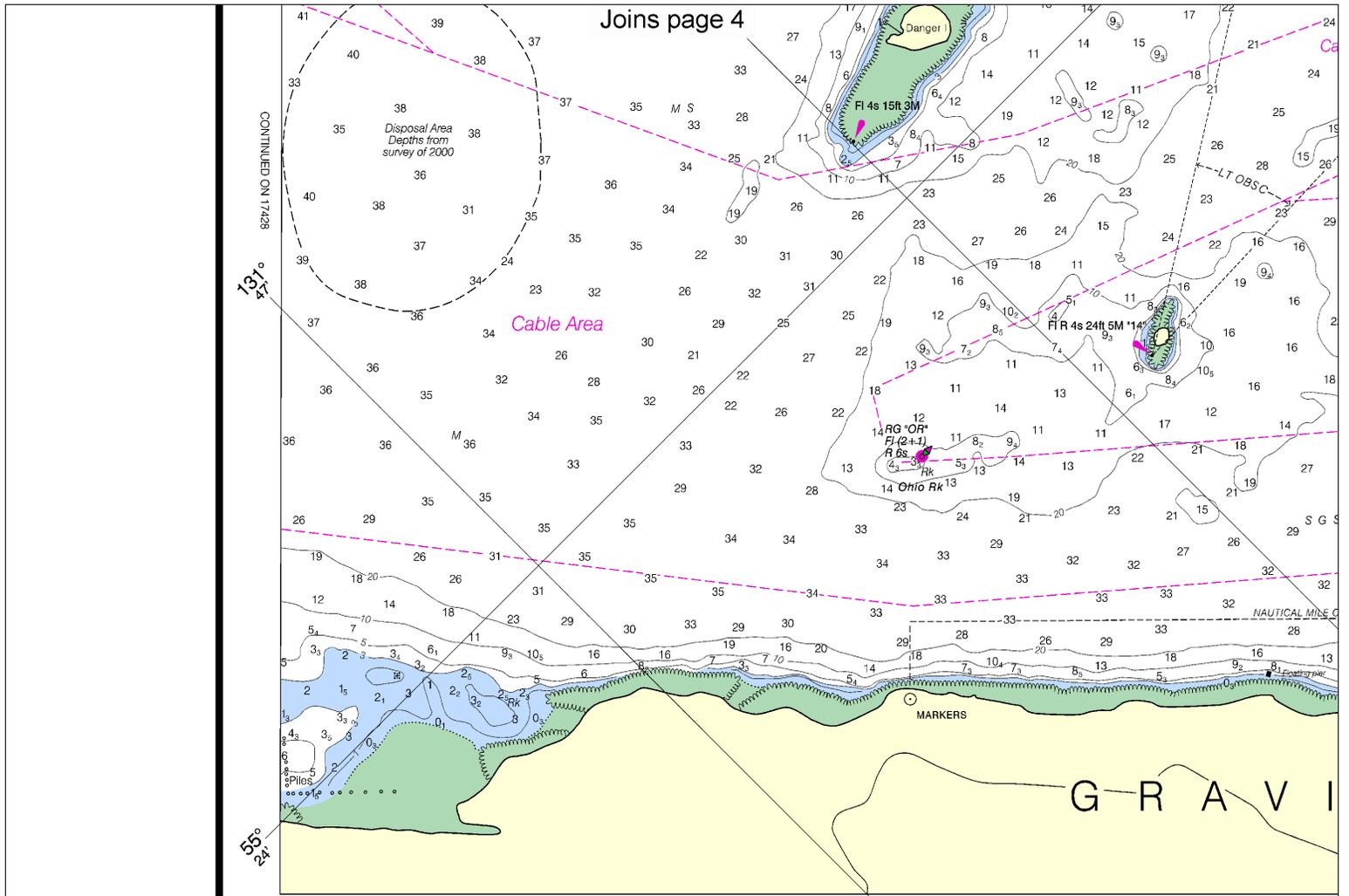
## WARNING

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## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.





Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



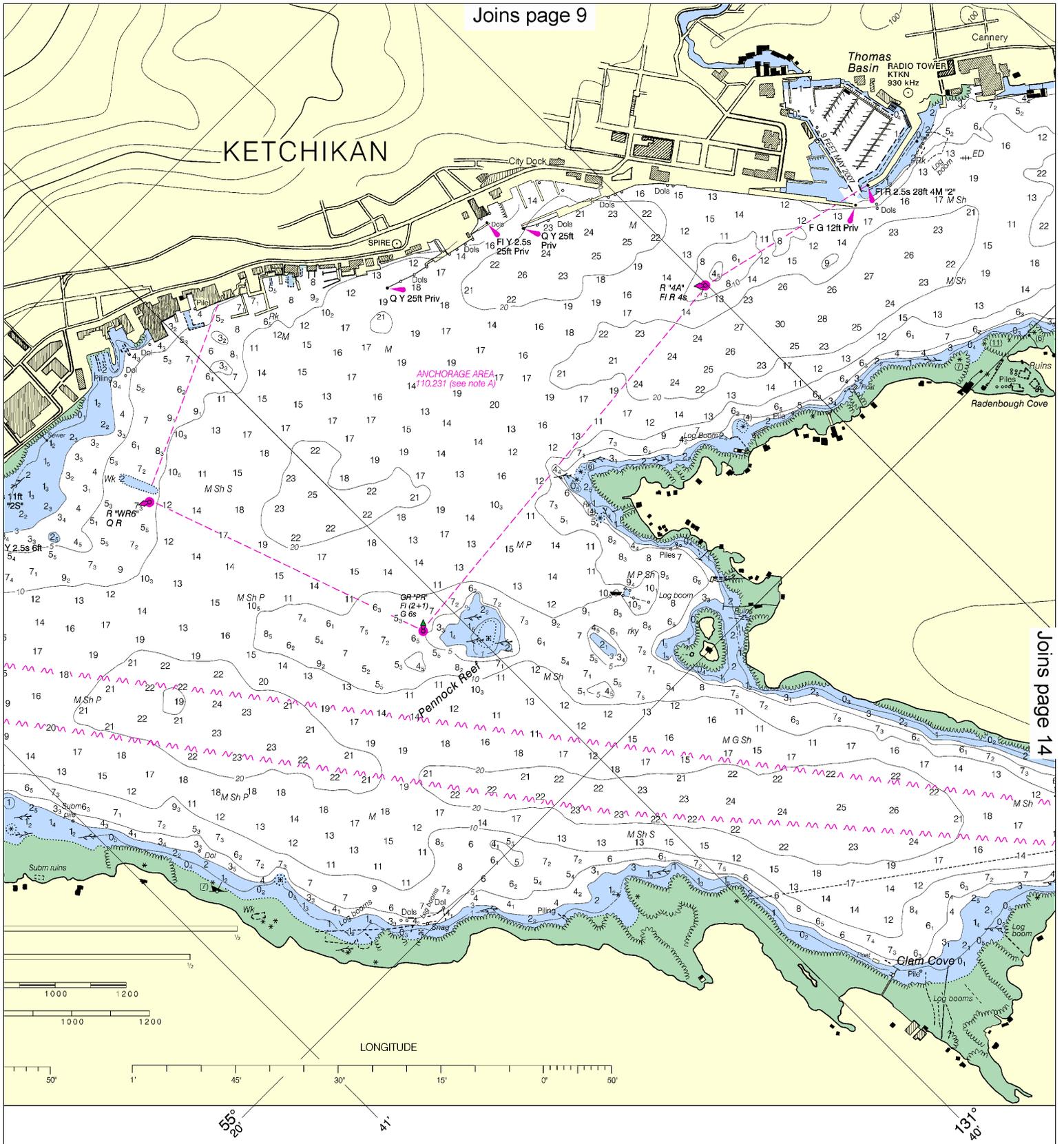








# KETCHIKAN



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## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

To promote safe navigation. The National  
 t corrections, additions, or comments for  
 Chart Division (N/CS2), National Ocean  
 20910-3282.







EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – **Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.**

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker